

Amendments To The Claims:

Please amend the claims as shown.

1 – 11 (canceled)

12. (new) A method for controlling an internal combustion engine, comprising:

pre-compressing air fed to the combustion chambers of the internal combustion engine by a boosting device;

setting a valve overlap of gas exchange valves of the internal combustion engine by a variable camshaft displacement;

determining a quantity of fuel requiring to be injected for homogeneous operation of the internal combustion engine and injected directly into the combustion chambers of the internal combustion engine,

dividing the quantity of fuel to be injected into two partial quantities;

injecting a first partial quantity into the intake stroke and a second partial quantity is injected into the compression stroke;

dividing a ratio with which the two partial quantities is determined as a function of the load range of the internal combustion engine and when the internal combustion engine is operating close to full load the valve overlap is set in such a way that fresh air is flushed toward the exhaust gas side of the internal combustion engine and the ratio with which the two partial quantities are divided is determined via the ratio of the mass of air remaining in the cylinder of the internal combustion engine to the total mass of air taken in during a working cycle.

13. (new) The method as claimed in claim 12, wherein the quantity of fuel to be injected into the intake stroke is obtained through multiplying the total quantity of fuel by the ratio of the mass of air remaining in the cylinder of the internal combustion engine to the total mass of air taken in during a working cycle.

14. (new) The method as claimed in claim 13, wherein the quantity of fuel to be injected into the compression stroke is obtained through forming the difference between the values for the total quantity of fuel and the quantity of fuel to be injected into the intake stroke.

15. (new) The method as claimed in claim 13, wherein the value for the end-of-injection instant is determined as a function of the mass of air, the engine speed and the fuel pressure.

16. (new) The method as claimed in claim 13, wherein that when knocking combustion occurs in a cylinder of the internal combustion engine the ratio with which the two partial quantities are divided will be changed for the individual cylinder.

17. (new) The method as claimed in claim 16, wherein the quantity of fuel injected into the compression stroke will be increased and the quantity of fuel injected into the intake stroke will be reduced.

18. (new) The method as claimed in claim 13, wherein the air is pre-compressed by means of an exhaust gas turbocharger.

19. (new) The method as claimed in claim 13, wherein the air is pre-compressed by means of a compressor driven directly or indirectly by the internal combustion engine.

20. (new) The method as claimed in claim 13, wherein the air is pre-compressed by an electrically driven compressor.

21. (new) The method as claimed in claim 13, wherein the camshaft is displaced continuously.

22. (new) The method as claimed in claim 13, wherein the camshaft is displaced in stages.